

CENTRAL INTELLIGENCE AGENCY

REPORT

CO NO.

CONFIDENTIAL

WAGER (Aurifer)

DATE SENT: 4 November 2005

SUBJECT

Airfields and Air Activity in the Vicinity of Noril'sk and Igarka

NO. OF PAGES 9

PLACE
ACQUIRED

**NO. OF ENCLS.
(LISTED BELOW)**

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

25X1

Attached is a copy	forwarded as received.
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Comments:

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1. On page 1, par. 1 and throughout the report, read Kayrkan for Kaierkan.
2. On page 7, point No. 15, read Dalnyy-Sklad for Daini-Skiad. 25X1
3. On page 7, point No. 24, read Shmidt for Shmittka.
4. On page 8, point No. 27, read Remontno-mekhanicheskiy tsekh for Remontno-mechantzeske zeck.
5. On page 8, point No. 39, read Kirpichnyy zavod for Kirpichno-zavod

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C-O-N-F-T-D-E-N-T-T-A-L

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COUNTRY	USSR	-2-	REPORT	
TOPIC	Airfields and Air Activity Observed in the Norilsk - Igarka Area			
EVALUATION		PLACE OBTAINED		25X1
DATE OF CONTENT				25X1
DATE OBTAINED		DATE PREPARED	14 February 1955	25X1
REFERENCES				
PAGES	4	ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto, with legend	
REMARKS	This is UNEVALUATED Information			
	25X1			

The Norilsk (69°20' N/86°06'E) airfield, East Siberian MD, was located between a single-track wide-gauge railroad line and a single-track narrow-gauge railroad line between Norilsk and Kaierkan, just north of the southern narrow-gauge track (item No 10), approximately 9 km west of the Norilsk railroad station (item No 33). The railroad line between Norilsk and Kaierkan continued to Dudinka (69°25'N/86°10'E). The airfield covered an area 2.8 km square. The following obstacles were located in the vicinity of the field:

- a. The Subgarra Mountains (item No 13) in the steppe west-northwest of the field
- b. The copper works (item No 17) with two brick smokestacks, each about 150 meters high. Obstacle lights were fitted on iron wings at 3 points of these smokestacks.

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The subsoil of the field consisted of firm soil which was sparsely covered with moss. An approach road extended from the field toward the east to the town area. The nearest railroad station was at Norilsk. The installation was a civilian airfield under the control of the Aeroflot Airlines. The name Aeroflot was definitely seen on aircraft landing at the field. Sometimes, military aircraft were observed landing there.

2. The airfield had allegedly been constructed prior to 1945. No improvement work was seen at the field between 1948 and March 1953. The landing field was level and presumably pervious. No runway or taxiways were seen. During winter time, the soil was so hard and frozen that the construction of a runway was not necessary. Small holes in the soil were filled with gravel, particularly on the main take-off and landing direction from east to west. The gravel usually froze quickly.

A low wooden building with a tower-like superstructure serving as flight control station was located in the middle of the eastern section of the field. A wind cone was fitted to the southern side of the building. Two old wooden hangars with round roofs were located north and south of the flight control station. Small scale repair work was presumably done in the two hangars. The aircraft were parked in the southeastern corner of the field. It was never noticed that aircraft were towed into a hangar. No aircraft revetments were observed at the field. Boundary lights were seen along the northern edge of the field. A radio and DF installation and a meteorological station were available. The field was surrounded by a wire fence and guarded by patrols armed with submachine guns fitted with drum magazines. No AA gun emplacements, camouflage measures or field fortifications were seen.

3. The wind intensity in the Norilsk area usually fluctuated between 5 and 35 meters per second. There were only about 20 calm days per year. Summer weather prevailed only during June, July and August. Without a transition period, it began to snow in mid-September. There were repeatedly heavy snow storms, called "Purga", during which the workers on the construction sites in the steppe could move only along strung ropes. During the winter months, the temperature dropped to 65 centigrades below zero. The average temperature was 30 centigrades below zero during the winter months and 15 to 20 centigrades below zero during the whole year. Preheater carts were allegedly available at the field.

4. No flying personnel were permanently stationed at the field. Only intermediate landings were made by aircraft which were a Soviet copy of the DC3. Sometimes, single-engine biplanes also were seen. The aircraft were painted silver gray [redacted] 25X1

[redacted] The crews wore blue suits and visor caps. 25X1

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could not be determined whether the crews were soldiers or civilians.

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A landing site for seaplanes, located on the Noril'ske River, was marked by dotted lines on the official town map. According to Soviet civilian fellow workers, the installation was not an improved marine airport. It could not be determined whether the landing site was a civilian or military installation. The flying boats were painted dark green. Flying boats could operate on the Noril'ske River only from May to September when the river was free of ice. There was only little air activity. Approximately once a week from May to September one flying boat was seen landing in the direction of the landing site. The flying boats were dark green high-wing monoplanes with two radial engines under the wings, single rudder assembly, wingtip floats, and wings which tapered to the rounded-off wing tips. The wing span was slightly longer than the boat. The take-off strip was estimated at 1 km.

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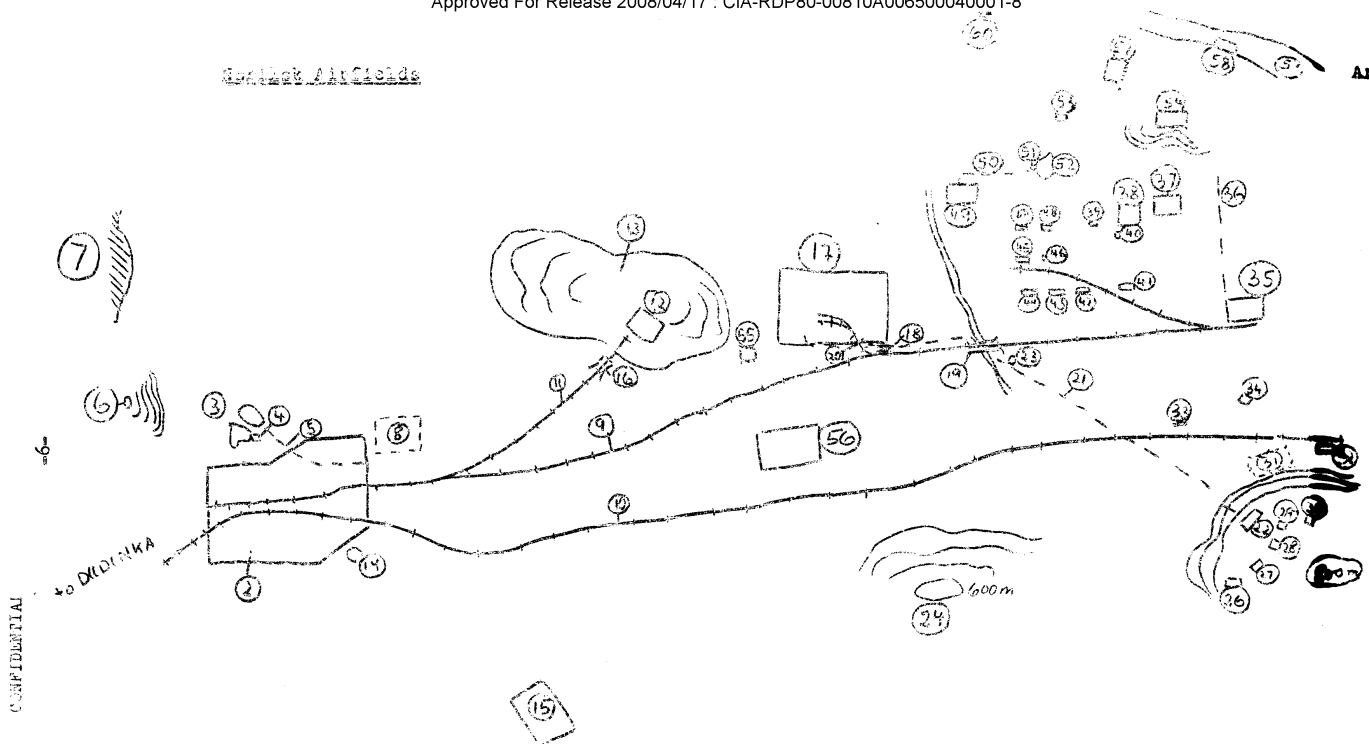
- a. A landing ramp for seaplanes was observed on the eastern bank of the Yenisey River, west of Igarka (67°30'N/86°35'E). A flying boat landed on the water near the landing site and a second flying boat took off. The two flying boats were of the same type as the aircraft observed in Noril'sk.
- b. Several landplanes were apparently parked near the landing site. It was inferred that a land airfield was located nearby.

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Northwest Airfield

Annex

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For legend see next page

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Annex

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Legend.

- 1 Village of Kaierkan
- 2 Kaierkan pit combine
- 3 Two small lakes supplying the combine and the PW camp with water
- 4 Pumping station
- 5 Water pipe to PW camp and branch pipe to combine
- 6 Colliery No 20
- 7 Large lake
- 8 Settlement of free workers and guard personnel of PW camp
- 9 Single-track wide-gauge railroad line leading from Kaierkan to Norilsk
- 10 Narrow-gauge railroad line from Dudinka via Kaierkan to Norilsk
- 11 Branch line of wide-gauge railroad line
- 12 Colarzon - camp and quarry
- 13 Subgarra Mountains
- 14 Exit of colliery No 18
- 15 Danni-Sklad Camp
- 16 New wooden bridge
- 17 Copper works
- 18 Building of railroad station
- 19 Railway bridge
- 20 Spur track
- 21 Pipe lines
- 22 Ore dressing factory
- 23 Pumping station
- 24 Shmidtka Mountain, allegedly 600 meters high, obelisk on top serving as control point; no trees; many collieries in the mountain.
- 25 Oxygen factory; mountain about 800 meters high
- 26 Special camp

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Annex to

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- 27 RMZ (ER * EM ZE) REMONTN * MECHANIZESKE - ZECH;
repairshop for unusual repair works of all types
- 28 Ore dressing factory
- 29 Cobalt dressing factory
- 30 Cobalt plant
- 31 3rd Special Camp
- 32 Cement factory
- 33 Norilsk railroad station
- 34 Project No 174
- 35 Power station
- 36 Water supply pipe
- 37 6th Special Camp
- 38 5th Special Camp
- 39 Kirpichne-Zavod brickyard
- 40 Compressor factory
- 41 Foundry
- 42 Mechanical workshop
- 43 Main bureau of Gor - Stroy
- 44 Electro workshop
- 45 Designs bureau of Noril Combine
- 46 Transforming station in connection with power plant
- 47 Workshop for sanitary equipment
- 48 Garages
- 49 4th Gor Camp
- 50 Water pipe for Camp No 4
- 51 Pumping station
- 52 Small lake, water reservoir for 4th Special Camp
- 53 Radio station

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Annex



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- 54 Newly erected PW camp, 7th Camp
- 55 26th Zavod
- 56 Airfield
 - a. Air terminal
 - b. Two wooden hangars
- 57 Airfield
 - a. One building
- 58 Landing site for flying boats
- 59 Noril'sk River
- 60 Village of Valek

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